

## Prices and Prospects.

### Market Generally Stiffer, Tone Better and Prices Are Trifle Higher All Around

Spot Furnace Transactions  
Range Upward to \$4.60 and  
Even to \$4.75.

FOUNDRY \$5.25 TO \$5.75

Asking Price for Contract Furnace  
For September But Not for Fourth  
Quarter; Small But Definite Gain  
in Coal; Pig Iron Is More Active.

Special to The Weekly Courier  
PITTSBURGH, Aug. 15.—Having re-  
covered early last week from its brief  
slump in the spot furnace coke price,  
the Connellsville coke market in gen-  
eral has undergone a further stiffen-  
ing in the past week. Prices average  
just a trifle higher all around and the  
tone of the market is much better,  
both as to current and nearby deliv-  
eries and as to the outlook for the  
latter part of the year.

In present conditions no sharp ad-  
vance in prices can occur, on account  
of there being the combination of  
many idle ovens with transportation  
conditions very good and the labor  
supply not at all bad. Late in the  
year there may be the familiar  
transportation difficulties and then if  
production and consumption relations  
have not altered meanwhile the pro-  
duction would be restricted and ad-  
vancing prices would result. On this  
account some operators are quite un-  
willing to quote for fourth quarter  
prices they are now willing to make  
for September.

One week ago the spot and prompt  
furnace coke market, meaning by  
prompt in this case delivery over one  
week, was well established at \$4.60  
and there being no business of any  
consequence at above or below that  
figure. It is well understood that  
this week there have been several  
transactions in spot furnace coke at  
\$4.60 and there are reports that even  
\$4.75 has been done. The figure, at  
any rate, is seriously quoted by some  
operators. The \$4.50 coke has not  
disappeared, and has been done on  
standard coke, consumers paying  
more being especially mindful of qual-  
ity above the common standard.

In foundry coke likewise there has  
been a stiffening. For some time past,  
and until this week, the market was  
quotable at \$5.25 to \$5.50, and some  
time ago even \$5.25 was occasionally  
shaded on standard coke. This week  
there have been cases of \$5.75 being  
paid for particularly desirable  
brands, and one operator has definitely  
advanced his price from \$5.50 to  
\$5.75. The range is now quotable at  
\$5.25 to \$5.75.

Foundry coke buying since the first  
of the month has been distinctly  
heavier, as compared with July. It is in-  
ferred that last month some foundries  
were reducing stocks, and must now  
buy more in order to maintain the  
same rate of production.

The usual asking price on contract  
furnace coke remains at \$5.00. It has  
been thought probable that for short  
term contracts this figure could be  
shaded on a firm bid, but the effort  
has not been made since the furnaces  
that are not already covered are con-  
tent to buy prompt lots from time to  
time. As to fourth-quarter case is  
different. Many operators would  
sell at \$5.00 for September, but not  
for fourth quarter. There is secrecy  
about fourth-quarter business, but it  
is suspected that one or two operators  
have been maneuvering in the matter,  
with the idea of building up a back-  
log of \$5.00 business to insure full  
operation. The average operator  
thinks, or at least hopes, that coke  
will bring more than \$5.00 for fourth  
quarter, perhaps \$5.25 or \$5.50, and he  
is content to take his chances on this  
rather than try to sell now at \$5.00.

The average furnaceman, on the  
other hand, is indisposed to take hold  
at this time, both on account of un-  
certainties in pig iron and on ac-  
count of memory of what happened  
with third-quarter business, the  
market declining almost continuously  
until the quarter began. There is a  
report, however, that one \$5.00 fourth  
quarter contract has been made. The  
market is now quotable as follows:

Spot furnace ..... \$4.50 to \$4.75  
Contract furnace ..... \$5.00 to \$5.25  
Spot foundry ..... \$5.25 to \$5.75  
The Pittsburgh district coal market  
has been stiffening slightly in one  
spot or another for two or three  
weeks past. The total advance is  
rather small but it is at any rate de-  
finitive. Pittsburgh district steam min-  
eral is hard to buy at \$2.00, transac-  
tions running rather up to \$2.10 and  
\$2.15. Gas lump has gone up fully  
ten cents in the week. Voughoughy  
being now \$2.75 to \$2.80, but with the  
bulk of the business done at close to  
the lower figure. Nearly all the lake  
business has now been closed, to the  
end of the season, and at prices but  
little above those ruling for prompt  
lots in the lake trade. It is thought  
that there remains about a million  
tons uncovered and operators are  
hoping to get something extra on

#### COKE FREIGHT RATES.

The freight rates on coke from  
the Connellsville district, which  
includes what is officially known as  
the Connellsville region  
(sometimes called the basin dis-  
trict) and the Lower Connellsville  
district (often called the  
Knoxville and sometimes the  
Masonville district) to principal  
points for shipment, are as fol-  
lows, per ton of 2,000 pounds,  
effective July 1, 1923:

Destination	Rate
Baltimore	\$2.21
Buffalo	2.28
Canton	2.52
Chicago	4.16
Cleveland	2.77
Columbus	2.77
Detroit	2.68
E. St. Louis	2.64
Erie	2.64
Frederick	3.90
Joliet	4.16
Louisville	4.29
New York	4.79
Philadelphia	3.82
Pittsburg	3.51
Port Henry, N. Y.	4.54
Port Maitland, Ont.	3.28
Pottsville	3.28
Reading	3.28
Richmond, Va. (B. & O.)	4.49
Richmond, Va. (P. R. R.)	4.49
South Bethlehem	3.51
Swedesburg, Pa.	2.53
Toledo, O.	2.28
Wheeling	2.28
Valley Forge	2.57

For Export:  
From Connellsville district:  
Philadelphia (P. O. R. ves-  
sels) ..... \$3.62  
Baltimore (P. O. R. ves-  
sels) ..... 3.03  
From Latrobe district:  
Philadelphia (P. O. R. ves-  
sels) ..... 3.23  
Baltimore (P. O. R. ves-  
sels) ..... 3.23

While pig iron shows just a trifle  
more activity from week to week the  
volume of trading has not by any  
means gotten up to the volume of  
production, and many of the furnaces  
are piling part of their current make.  
A number of furnaces have gone out  
in the past few weeks. Some of the  
most pig iron may be re-melting in  
blast, but the care of regular cus-  
tomers while the furnace is out of  
blast, while others may be expecting  
a broader demand to develop in the  
next few weeks. While there are rum-  
ors of occasional irregularities the  
market in general may be quoted at  
the same figures as for two weeks past.

These quotations are f. o. b. Valley  
furnaces or Johnstown, freight in  
each case being \$1.77 to Pittsburgh.

## INGOT PRODUCTION BELOW THE RATE IN THE MONTH OF JUNE

Increased Buying Not Regarded as  
Proof That Conditions are Strong-  
er; Iron Raising Declines.

Special to The Weekly Courier  
NEW YORK, Aug. 15.—The Amer-  
ican Metal Market and Daily Iron &  
Steel Report will review the steel and  
iron trade tomorrow as follows:  
The rate of steel ingot production  
in July, as shown by the official re-  
port, was 2 1/2 per cent below the  
rate in June, and as some depart-  
ments were closed for the first week  
of July the rate later in the month  
may have been fully up to that of  
June. If the recent increase in steel  
buying is not offset by completion of  
old orders production may hold at the  
former rate.

There was 120,000 tons less de-  
crease in the United States Steel  
Corporation's unfilled obligations in  
July than in June, and as shipments  
decreased by less than this amount  
the bookings must have increased.  
Yet the condition throughout the  
month was that new orders coming  
into the market were for earlier deliv-  
eries than the Steel Corporation could  
make, as a rule, and were going  
chiefly to independent producers. While  
the market presented the appearance  
of quietness, July business must have  
been of fairly substantial character,  
and generally speaking the market  
has become a trifle more active this  
month.

When a steel mill runs out of or-  
ders its customers run out of steel  
due then, and vice versa. Increased  
buying, considered by itself, is no  
proof that steel conditions are  
stronger. While productions are to  
the future of the steel market are  
more common now than at some other  
times this is really a poor time to  
embark on such ventures. There is the  
awkward circumstance that it is both  
when there is an ample supply of busi-  
ness and when there is an ample  
supply of business that mills do not  
order.

The automobile trade has been re-  
leasing a good bit of tonnage in the  
past fortnight, on account of 1924  
models being finally approved. Other  
consuming lines are running well.  
An increase in the call for merchant  
steel has largely balanced the moder-  
ate decrease in call for oil country  
tubular goods.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION	WEEK ENDING AUGUST 11, 1923.				WEEK ENDING AUGUST 4, 1923.			
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	18,248	18,580	4,863	185,190	18,248	18,498	4,745	154,570
Lower Connellsville	16,888	0,280	7,608	111,240	16,888	9,288	7,608	112,270
Totals	35,136	18,860	12,471	296,430	35,136	27,786	12,353	266,840

  

FURNACE OVENS	WEEK ENDING AUGUST 11, 1923.				WEEK ENDING AUGUST 4, 1923.			
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	14,956	11,272	8,714	128,800	14,956	11,273	8,714	128,600
Lower Connellsville	6,832	8,377	8,845	40,190	6,832	8,277	8,845	40,600
Totals	21,788	19,649	17,559	168,990	21,788	19,550	17,559	169,200

  

MERCHANT OVENS	WEEK ENDING AUGUST 11, 1923.				WEEK ENDING AUGUST 4, 1923.			
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	9,257	2,308	949	26,590	9,257	2,926	1,091	24,970
Lower Connellsville	10,667	6,005	4,083	71,650	10,667	6,011	4,085	71,380
Totals	19,924	8,313	5,032	98,240	19,924	8,937	5,086	96,350

## MOUNT PLEASANT MINE OWNER IS KILLED BY GAS

Edward A. Walker Overcome  
by Deadly Black Damp  
in Workings.

WAS INSPECTING SEAM

Had Appointment With Prospective  
Buyer in Afternoon and His Failure  
to Keep It Leads to Discovery of  
Body; Frick Men Recover It.

MOUNT PLEASANT, Aug. 15.—Ed-  
ward A. Walker, 55 years old, one of  
the best-known men in Mount Pleas-  
ant, was found dead yesterday after-  
noon in the air course of the old  
Rahner mine, which he had purchased  
some time ago, a victim of black  
damp.

Mr. Walker left home for the mine  
at 5:30 o'clock yesterday morning.  
He was to return at 1:30 to meet a  
prospective buyer for the plant. When  
he did not return his son, Frank,  
went to look for him. He found Mr.  
Walker's automobile standing near  
the mine opening. The door of the  
air course was open and down the  
passageway was visible, the glare of  
an electric flashlight Mr. Walker car-  
ried and the dim outline of a human  
form could be seen.

Joseph Frazier, an experienced  
mining man, was summoned. He at-  
tempted to enter the mine but en-  
countered gas. He told the son he  
was sure Mr. Walker was dead. Wil-  
liam Mitchell, mine foreman at Calu-  
met, attempted also to enter but he  
had gone but a few steps when his  
lamp was extinguished and he began  
to totter.

Rescue workers were summoned  
from Trauger and Morewood. Trauger  
men, wearing gas masks, carried the  
body to the surface. An effort was  
made to administer oxygen but with-  
out avail. Drs. John L. Burkholder,  
J. W. Sheelar and James Cowan, who  
examined the body, said life had been  
extinct for three hours.

Mr. Walker was last seen alive  
about 9:30 o'clock when he drove to  
Morewood on some business pertaining  
to the plant. He was seen then  
by Harry Burgess. He evidently was  
overcome soon after, entering the  
mine. It was said he was making an  
inspection of the coal seam. He car-  
ried a pick and a flashlight.

The body was taken to the M. A.  
King undertaking rooms.

Mr. Walker is survived by his wife,  
one daughter, Ruth, one son, Frank,  
a grandson, Dean, and one brother,  
James, of Pittsburgh.

## UNION CALLS OFF SOMERSET STRIKE

JOHNSTOWN, Aug. 15.—Delegates  
representing 40 local unions of the  
United Mine Workers in the Somerset  
field, in session yesterday, voted to  
call off the strike which has been in  
progress in that field since April,  
1922. Announcement of the action  
taken was made by John Brophy,  
president of District No. 2, in which  
the Somerset field is located. About  
2,500 miners were involved in strike.  
The operators were not represented  
in the conference. It was said, and no  
statement in their behalf was avail-  
able.

In a resolution adopted at the ses-  
sion it was declared that the miners  
"recognized the circumstances which  
make necessary the temporary aban-  
donment of the fight against the op-  
erators for union recognition." The res-  
olution further declared that the min-  
ers "wait the first opportunity of  
winning a contract and union recog-  
nition."

Southern-Stacks Relieved.  
Blast furnaces relieved in the  
South during July include stacks of  
Don Air Coal & Iron Corporation in  
Tennessee; Buenavista stack of Alle-  
gheny Ore & Iron Company, Virginia;  
Lynchburg stack of E. J. Lavigne &  
Company.

## Industrial Mishaps In State Increase

HARRISBURG, Aug. 10.—Constant  
increase in industrial accidents is  
noted in the July report on accidents  
furnished by the Department of Labor  
and Industry today.

A total of 118,351 accidents have  
been reported since the first of the  
year, just 2,000 less than were re-  
ported for the entire year in 1922.  
Fatalities increased last month to 221,  
after reaching the unexpected low of  
138 in June, when the peak was ex-  
pected. There were 17,370 accidents  
last month all told the largest number  
for the year. The total number of  
fatalities for the year is 1,497.

The fatal accidents were heaviest in  
the mines last month with 107 re-  
ported. 73 industrial fatalities reported and  
41 public service.

## WYOMING MINE EXPLOSION FATAL TO NINETY-SEVEN

Eighty-Seven Bodies Recover-  
ed at 7 O'clock, With 10  
More in Sight.

THREE PERSONS MISSING

Check by Officials of Kemmerer Coal  
Company Shows 187 Men Entered  
Mine; Work of Recovering Dead  
Hampered by Noxious Gases.

WYN, Aug. 15.—Ninety-seven dead were accounted for  
at 7 A. M. today in the Kemmerer Coal  
Company's No. 1 mine where 187 men  
entered the shaft Tuesday. Of these  
31 were brought out alive, which  
would leave three still missing.

Bad air on the 12th level made  
rescue work slow. The ventilating  
system was put out of order by the  
explosion and every precaution was  
taken to protect rescue crews from  
poisonous fumes.

Virtually all wreckage caused by  
the blast was cleared up during the  
night.

Alex Anama and Peter Paterno, min-  
ers, were the outstanding heroes of  
the tragedy. The men were working  
in a lower level. They were buried  
in a mass of debris but managed to  
dig to a clear tunnel where they were  
found by the fire, rescue squad and  
brought to the surface at 3 P. M.  
after having faced death for hours.  
Despite their exhausted condition the  
men both demanded to be put in the  
rescue squads at once to go to the  
aid of their entombed mates.

Early in the afternoon another  
cave-in half way down the gallery  
where 100 men were known to be  
working blocked their progress and it  
was not until 4 o'clock that this  
obstruction was cleared.

## New Car Ratings For B. & O. Divisions

The new schedule of car ratings on  
the several divisions of the Bal-  
timore & Ohio railroad were an-  
nounced recently. The Monongahela  
division will be entitled to 1,882 cars  
and the Connellsville division to 981  
cars. The Charleston division will  
be entitled to 252 cars and the com-  
bined allotment for the Morgantown  
& Kingswood, Cumberland division,  
West Virginia Northern and Pres-  
ton railroads approximately 236 cars.  
In many cases the revision has been  
downward. The reduction is heaviest  
on the Monongahela division.

## Demand Accounting of Check-Off Receipts

A special convention of District 17,  
United Mine Workers of Northern  
West Virginia, is to be held shortly  
to hear the complaint of several in-  
surgent leaders who have demanded  
an accounting of the check-off, col-  
lections for which have amounted to  
about \$70,000 per month. They want  
to know how the money is being used.  
Dissatisfaction has also been ex-  
pressed with the outcome of the min-  
ers' election held last December and  
it is probable that that election will  
be aired when the convention is held.

## ELECTRIC INDUSTRY IN MIDST RECORD BREAKING GROWTH

Power Plants of More Than  
8,500,000 K. W. Capacity  
Being Built.

\$600,000,000 BEING SPENT

A record-breaking growth and de-  
velopment is in progress in the elec-  
trical industry this year, says Public  
Service Magazine. Sixty-one electrical  
power plants with a total install-  
ed capacity of more than 8,500,000  
kilowatts, are now being built in ad-  
dition to the great host of electrical plants  
already in operation. The total cost of  
these additions to the electric en-  
ergy supply is \$600,000,000, nearly  
half a billion dollars.

The largest development is a 210-  
000 kilowatt hydro-electric installa-  
tion being built at Niagara Falls, and  
the next is a 200,000 kilowatt steam  
plant at Kearney, New Jersey. Eight  
of the 61 power plants will produce  
100,000 kilowatts or more each.

The 61 power plants are listed as  
those of largest capacity only, and  
are distributed, according to their  
installed capacity, as follows: Middle  
West, 1,255,500 kilowatts; Middle At-  
lantic states, 1,075,000 kilowatts;  
Southern states, 474,000 kilowatts;  
Mountain and Pacific states, 401,000  
kilowatts; New England, 206,000 kilowatts.

To these central stations are to be  
added scores of smaller plants, both  
steam and hydro-electric, trans-  
mission and distributing systems, and  
other equipment that will bring the  
total value of extensions and addi-  
tions in the electrical industry for  
1923 to more than \$600,000,000. The  
capital invested in central stations  
at the end of 1922 was \$5,100,000,000.

The electrical industry will require  
during this year approximately 29,  
700,000 tons of coal, 15,000,000 bar-  
rels of oil and 33,900,000 cubic feet of  
gas for fuel to meet the demands for  
electricity, according to a re-  
cent survey, says the New York State  
Committee on Public Utility Informa-  
tion. This estimated total represents  
an increase of about 16 per cent over  
the fuel consumption by the central  
stations in 1922 during which year  
all records for energy production  
were broken, with a grand total of  
more than fifty-billion kilowatt hours.  
The steam-power central stations  
will generate this year 33,500,000,000  
kilowatt-hours of current. It is esti-  
mated, and 21,000,000,000 kilowatt-  
hours more will come from the hydro-  
electric plants of the country.

This power will do work that less  
than two generations ago was done  
by candle and oil lamps in lighting  
the homes and factories of the United  
States, and by steam in driving the  
wheels of industry. The 1923 total of  
nearly 55,000,000,000 kilowatt-hours  
will light 11,000,000 homes and 3,400,  
000 industrial plants and stores, and  
will furnish power to more than  
5,000,000 commercial and manufac-  
turing establishments.

## To Continue Radio Experiments in Mine

The Department of the Interior is  
making extensive preparations to  
continue at the government experi-  
mental coal mine at Brunston, Pa.,  
various experiments to determine the  
value of radio communication in mine  
operation and mine rescue work.  
Experiments thus far have proved that  
good transmitting can be carried on  
on short wave lengths through fifty  
feet of coal strata. Signals fall off  
after that. A 20-watt transmitting  
set was used, transmitting on 200 and  
300 meter wave lengths. It is known  
that long wave lengths are not ab-  
sorbed to the extent that short waves  
are, and other experiments are to be  
made, using longer wave lengths.

## Production and Output.

### Very Small Reduction In Production Looks Like A Change Has Taken Place

Feeling Prevails That Curtail-  
ment Has Gone About  
Far Enough.

EVENING-UP IN PROGRESS

Output Only 410 Tons Less Than Dur-  
ing Preceding Week; Furnace  
Plants Make No Change But Mer-  
chants Add 75 Ovens to Their List.

The reduction in coke output con-  
tinued last week but by so small a  
tonnage as to indicate that the op-  
erators are beginning to feel that  
curtailment has gone about far  
enough to meet the conditions which  
made application of the policy neces-  
sary. But no wagers are being laid  
on this as "a sure thing."

The reduction was but 410 tons  
which, as restrictions have been made  
for some weeks past, was quite in-

## Coal Commission's Tribute to Harding

In the formal tribute of the United  
States Coal Commission to the late  
President Harding, a number of in-  
timate details of his purpose in ap-  
pointing that body are revealed. The  
statement issued by the commission  
follows:

"The United States Coal Commis-  
sion places upon its records the  
unanimous regrets of its members at  
the sudden death of Warren G. Har-  
ding, President of the United States.  
This is not the usual and perfunctory  
expression of regret at the passing  
away of the nation's chief executive.  
It has a personal and intimate side  
connected with it, which should be  
known by the American people.

"Every member wholeheartedly  
pays tribute to the patriotic and  
honest purpose which President  
Harding had in the appointment of  
this commission. It is constituted of  
men of all grades of political thought  
and was manifestly so constituted by  
the President in the hope that out of  
these political and economic views,  
the facts might be found and conser-  
vative recommendations given with  
reference to the coal industry.

"It is due, also, to his memory to  
say that having once made up his  
mind as to the membership of the  
commission, from that time forward  
neither by word, sign, nor posture did  
he ever intimate to the commission  
any personal or political desire with  
reference to the investigation, find-  
ing of facts, or recommendations of  
the commission. He left it free and  
untrammeled and his memory must  
not be smirched by any false sugges-  
tions that he had in view any political  
ends to serve, either by the appoint-  
ment or by the report of this com-  
mission.

"From the personal standpoint, it  
regrets the departure of a warm-  
hearted, personal friend. It says his  
tribute of saying that he was a  
worthy President of the United  
States, that from the standpoint  
of his views, he honestly and fearlessly  
sought to administer the laws of this  
country and to direct its destinies  
along lines which he believed would  
be for the best interest of the Amer-  
ican people.

"He has been a great example that  
might well be imitated in the political  
and economic life of America. He  
held his views, but without bitterness  
or malice, and granted the right of  
others to differ with him. He availed  
himself of his right to differ. He  
never vilified. He had malice  
toward none and charity for all. After  
life's bitter fever, the commission  
confidently believes that his soul is  
at rest with his God."

Jones in First Aid Contest.  
H. Clyde Elkins of Wells road, mine  
inspector for the State Workmen's  
Insurance Board, was a judge in the  
first aid contest of all the Bartha-  
Consumers Coal Company mines at  
the Bureau Mines. The winning  
team will have the pleasure of the  
trip to Utah to the international first  
aid contest.

Ford to Electrify His Railroad.  
The Detroit, Toledo & Ironton,  
Henry Ford's railroad, has awarded  
contracts of about \$1,000,000 for  
building electrical equipment, includ-  
ing locomotives.

Barry H. Brown Dead.  
Announcement is made of the  
death of Harvey H. Brown of the  
Stewart Furnace Company of Cleve-  
land, Ohio, which occurred Thursday,  
August 2.

Hines Buys W. Va. Coal.  
The Edward Hines interests of  
Chicago have bought 1,000 acres of  
Sevier's coal, including the River  
Coal Company at Rivesville, W. Va.

Ware By-Product Ovens at Cambria.  
The Bethlehem Steel Corporation  
has under consideration the erection  
of two more batteries of coke ovens  
at Johnstown.

material. That it was no larger un-  
der the circumstances reflects the  
view of the producers that, while no  
very pronounced change is in sight  
there has at least been a halt in the  
depressing tendencies of the market  
rather than any perceptible increase  
in demand.

## RECORD-BREAKING TRAFFIC MOVEMENT BY THE RAILROADS

Increase Being Handled With-  
out Creating a Shortage  
In Cars.

### BIG GAIN IN EFFICIENCY

The country is witnessing almost if not quite as large an increase in freight business as ever occurred in its history, and is also being given the benefit of probably the greatest increase in operating efficiency in its history of the railways," says the Railway Age.

It points out that between 1910 and 1922 the increase in freight business was about 47 billion tons, carried one mile, and between 1913 and 1922 about 45 billion tons carried one mile.

These are the largest increases in freight business that ever occurred in the past," says the Railway Age. "The increase between 1910 and 1922 is comparable with that between 1910 and 1913 and that between 1913 and 1914. The business of the year 1922 broke all records and was followed in 1921 and 1922 by a heavily reduced traffic. Up to and including the week ended July 21 this year, the number of cars of freight loaded was 11 1/2 per cent greater than in the corresponding part of 1920. In the first four months of the year an increase of 11.4 per cent in car loadings resulted in an increase of 10 per cent in tons carried one mile. It is reasonable to conclude, therefore, that the number of tons carried one mile in the first seven months of the present year exceeded the ton mileage of the corresponding months of 1920 by 10 per cent. If the traffic of the entire year should be 10 per cent greater than that of 1920, the total increase over 1920 would be about 45 billion ton miles which would closely approach the previous record increases.

"In almost all past years traffic has steadily increased until it reached its maximum in the late summer and early fall months. The largest freight business ever handled in four months of any previous year was in July, August, September and October, 1920, total car loadings in these months being 16,337,107. It is an interesting fact that the total car loadings in the four months ended on July 21, 1923, were slightly larger than in these previous record-breaking summer and fall months of 1920, being 16,524,460.

"Perhaps the most remarkable fact relative to the largely increased freight business being handled this year is that in spite of the car shortage which existed early in the year has been changed to a car surplus which is steadily increasing. In past years of heavy business, such as 1916 and 1920, the large increases in traffic resulted in car shortages. On September 1, 1920, for example, the car shortage reported was about 140,000 cars. On the other hand, while in the early part of the year 1923 there was a car shortage, in the week ended July 21, when total car loadings amounted to 1,025,527 cars, the highest record ever made in any week, there was a net surplus of almost 75,000 cars.

"The reason for the success of the railways in handling such a largely increased traffic without any car shortage cannot be found in the increase in their facilities which has occurred since 1920, because the increase in facilities has been small. The explanation is to be found in a remarkable, and perhaps unprecedented, increase in transportation efficiency. Detailed operating statistics are available only for the first four months of 1923, but these, when compared with statistics for the corresponding part of 1920, are sufficient to tell the story.

"The average number of tons carried one mile daily by each car increased from 445 to 501, or almost over 13 per cent. The average number of cars hauled in each freight train increased 10 1/2 per cent. The average tons per train increased from 671 to 704, making a new high record for this time of year.

"The fact that freight business has continued steadily to increase throughout the year thus far is a very good indication that it will continue to increase until the end of October. Assuming that this will be the case, the transportation situation that will exist in the fall and early winter months is a subject for interesting speculation. The increase in car loadings thus far this year has been 11 1/2 per cent as compared with 1920, and there seems at present no good reason for doubting that relatively this great increase in the business offered to the railways will be maintained. The largest number of cars loaded with freight in any week in 1920 was in that ended October 16, and was 1,018,639 cars. If the demands of shippers for cars be maintained on the same scale as in the first seven months of the year there would be a demand, when business reaches its peak in October, for the loading of approximately 1,250,000 cars. In view of their performance thus far this year it would be hazardous to predict whether the railways will or will not be able to make this record; but if they do it will be a very extraordinary achievement."

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## GARDEN AND LAWN AWARDS MADE AT LEISENRING NO. 1

Awards of prizes for the best lawns and gardens at the Leisenring No. 1 plant of the H. C. Frick Coke Company were made Saturday by a committee composed of David M. Parkhill, A. C. Edwards and Mont W. Moreland.

The total number of gardens under cultivation was 175, and flower gardens 113, with but seven reported as being vacant. Two lots were given over entirely to lawns. Each garden was given an average value of \$40 with the total valuation for Leisenring No. 1 being estimated at \$7,400.

The judges announced awards as follows:

Vegetable gardens—First prize won by George Redwood, House No. 10; second prize, John Karofa, House No. 105, and third prize, J. Cupner, House No. 14.

Flower gardens—First prize, Nicholas Simons, House No. 33; second prize, Joe Cupner, House No. 14, and third prize, Louis Alfary, House No. 30.

Honorable mention—Joseph Fehr, House No. 145; James Bailey, House No. 135; Joseph Borak, House No. 46; Martin Balena, House No. 151, and John Reboeck, House No. 130.

The judges were especially pleased with the work accomplished by the negro employees, who, new to this territory from the South, entered into gardening with unusual zeal and while none were included in the awards, the committee desired that their work be commended. Superintendent H. E. Mason entertained the judges at a dinner at his home, the menu, down to the chicken, being taken from gardens entered in the contest.

## AWARDS MADE FOR GARDENS AND LAWNS AT LEISENRING 3

Prizes for the best and most productive gardens and the best-kept lawns and flowers were awarded at Leisenring No. 3 Saturday by a committee composed of Colonel James J. Barnhart, George Moray and Lewis Ansell. Mr. Moray acted as judge in the place of John Graham, who is ill and who had served in this capacity ever since the policy of offering an incentive to better gardens and lawns was inaugurated.

The committee inspected 147 gardens and placed a value on them of \$5,387, or an average of \$36.65. The awards were made as follows:

Gardens—First, John Solita, mine laborer, House 87, prize \$10; second, Jacob Park, driver, House No. 98, prize \$5; third, Mike Dudash, shot firer, House 51, prize \$3.

Lawns—First, George Wardella, mine laborer, House No. 57, prize \$5; second, Andy Szepessy, dropper, House No. 122, prize \$3; third, John Solita, miner, House No. 148, prize \$1.

Members of the committee were entertained by Superintendent C. L. Lutton at dinner at the Hotel Royal, Connellsville.

## West Va. Operators Oppose Extension Of Differentials

Determined to maintain, in possible, existing differentials on coal freight rates to the Lakes, operators of the Northern West Virginia field are preparing to file a case with the Interstate Commerce Commission in the near future. Not only will the operators of that region resist the present attempt of the Pittsburgh district to widen existing differentials, but efforts will be made to obtain a restoration of those that existed before the general changes were put into force a few years ago.

C. H. Jenkins of Fairmont has been named chairman of the committee to represent the Northern West Virginia Coal Operators' Association. Mr. Jenkins is chairman of the railroad relations committee of the National Coal Association. George S. Connell of Connellsville is one of the four other men named on the committee to assist Mr. Jenkins in presenting the case of the Fairmont association before the railroad.

## Garden Awards At Lambert

J. Ray Mestrezat and F. D. Munson of Connellsville and Col. James J. Barnhart of Sunbury, who judged the gardens and lawns at the Lambert plant of the H. C. Frick Coke Company on Friday, made the following awards:

Antonio Rulli, a fireman, first prize for vegetable garden; Ernest Masuch, roadman helper, second prize, Samuel Vinch, water tender, third prize. Lawn and flower awards were as follows:

First prize, Mrs. John B. Blanc, wife of host engineer; second prize, Mrs. Bruce Collins, wife of timberman; third prize, Mrs. Samuel Rosnick, wife of mechanic.

Other fine gardens were those of Frank Tomko, at House 54, Jake Morand, at House 61 and Mike Franko, Sr. at House 70.

Other beautiful lawns were those of Mrs. R. R. Smith at House 263, Mrs. John Urbany, at House 9, Mrs. Joe Koznosky, at House 51, and Mrs. Paul Borunda, at House 116.

## Beating Warships Into Freight Cars

At the plant of the Newport News Shipbuilding & Dry Dock Company, Newport News, Va., \$75,000,000 worth of warship construction is lying in the ways awaiting orders to scrap it. Already enough of this work has been done to furnish material for building 17 steel coal cars a day.

Contracts for 1,500 coal cars and 500 box cars are on the books to be built out of warship scrap.

## LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, August 11, 1923.

Ovens	In Works	Name of Operators	Address
<b>MERCHANT OVENS</b>			
152	182	Beatty	Greensburg
153	183	Brush Run	Mt. Pleasant
154	184	Clare	Greensburg
155	185	Clare	Greensburg
156	186	Clare	Greensburg
157	187	Clare	Greensburg
158	188	Clare	Greensburg
159	189	Clare	Greensburg
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163	193	Clare	Greensburg
164	194	Clare	Greensburg
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## DEVELOPMENT OF OUR DYE INDUSTRY TRULY REMARKABLE

We Are Now Independent of  
the Rest of the World in  
This Field.

### EQUAL GERMAN PRODUCTS

The creation of a great dye industry so essential to our prosperity in time of war as shown by the United States Tariff Commission in a report just issued is of national importance to the highest degree.

During the year 1923 the domestic dye and organic chemical industry made notable progress. Many products were manufactured for the first time in this country and there were large increases in the quantity of production with conspicuous reductions in price.

The domestic production of dyes in 1923 by 87 firms was \$4,633,187 pounds, an increase of 64 per cent over that of 1922. The sales for 1923 totaled \$3,187,106 pounds valued at \$4,443,790. The size of the industry in 1923 is in sharp contrast with that of 1914 when only seven firms manufactured a total of 5,619,123 pounds valued at \$2,470,096. The dye industry in that period was in no sense a self-contained one, as the dyes produced were made almost entirely of intermediates imported chiefly from Germany. The increase in dye production, during 1923 was largely due to an increase in general business activity. Beginning about June, the textile and other dye-consuming industries became more active after the business depression and during the remaining months of the year the demand for dyes steadily increased.

The average sales price of all domestic dyes for 1923 was 50 cents per pound compared with 33 cents in 1922 and \$1.26 per pound in 1917. The 1923 figures represent a 25 per cent decline from that of 1921. There were price reductions for both the bulk colors and dyes consumed in smaller quantities.

One of the conspicuous developments of the year 1923 was the increased production of vat and alizarin dyes. These dyes are used in cotton dyeing and printing for the production of shades of remarkable fastness which are not destroyed by the modern laundry treatment. These colors are of great complexity and have presented serious difficulties in their commercial production. The use ison the increase, as the public is beginning to realize that fast shades are obtainable on cotton goods. The alizarin dyes are of great value in wool dyeing and the addition to this field of new dyes is a significant step in the development of a self-contained dye industry.

Many important dyes were produced for the first time on a commercial scale in 1923. These comprise colors of great value for the dyeing of either silk, cotton, or wool, such as vat dyes, alizarin, developed cotton dyes, mordant and acid dyes. The increased production of these colors is reflected in a reduction of these imports. The production of these dyes in the United States has resulted only in a small percentage of the total requirements. There are still gaps in our manufacturing program which should be filled to make a self-contained dye industry. These comprise certain of the vat dyes, together with certain of the mordant, acid and direct dyes.

The satisfactory quality and the uniform standardization of the American dyes is one of the striking evidences of the commendable progress made by the industry. Dye for dye, with relatively few exceptions, the domestic products are found equal to the pre-war German dyes. In the early stages of the domestic dye industry after the outbreak of the Great War, many of our dyes were lacking in uniformity of strength and quality. This condition, however, no longer prevails, as our domestic manufacturers are marketing dyes which are uniformly standardized as to strength and quality. Statements of the largest silk and woolen manufacturers and also from cotton printers and dyers agree as to the satisfactory results obtained from American dyes.

The United States produces about 92.5 per cent of the dyes actually consumed. The imports of dyes in 1922 totaled 3,922,331 pounds, the production was 5,619,123 pounds; consumption is assumed to equal production, plus imports, minus exports, or 61,553,225 pounds. The imports in 1922 were 6.2 per cent of our total production and 6.5 per cent of our consumption. In 1914 the imports were nearly 90 per cent of our consumption.

Total imports of dyes during the calendar year 1923 were 3,982,631 pounds valued at \$5,121,258 compared with 4,322,911 pounds for 1921 and 45,950,595 pounds during 1914. Of the total imports for 1923, 44.58 per cent came from Germany; 45.72 per cent from Switzerland; 5.25 per cent from England; 4.18 per cent from Italy, and 2.27 per cent from all other countries.

The coal-tar dye and chemical industry has expended over \$21,000,000 during the last five years, 1917-1922. It is probably no other field where there has been such extensive investigations as in the manufacture of dyes. The accomplishments of that period and the progress and development of the dye industry may be attributed in no small part to the enormous expenditures in research. New dyes, and other chemicals of great economic value have been developed and the costs of production have been reduced as is revealed in the conspicuous reduction in the prices of dyes.

The exports of dyes for 1922 show a large decrease from that of 1921 receding from \$6,270,155 in 1921 to \$3,023,127 in 1922. The 1922 figure is

a 90 per cent decline from that of 1920 when exports reached the maximum value of \$29,823,531. The large export during 1920 was during the boom year before German dyes made their appearance in the large dye markets of the world. Official imports of China, India, and Japan show that large quantities of German dyes were exported to these countries after 1920, in addition to Swiss, French and Russian dyes.

## WILLIS F. MCCOOK, LEGAL HEAD OF FRICK COKE COMPANY, DEAD

Willis F. McCook, well-known throughout the Connellsville region as one of the founders of the H. C. Frick Coke Company, legal advisor of that and other corporations associated with the United States Steel Corporation, and president and director of the Pittsburgh Steel Company, and senior member of the law firm of McCook & Jarrett, Pittsburgh, died in the West Penn Hospital, that city, Aug. 13, following an operation performed some days previously.

Mr. McCook was born in Lisbon, Ohio and came to Pittsburgh with his parents while an infant. He has since made that city his home and the scene of his many activities. He was educated in the public schools of Pittsburgh and graduated from Yale in 1873. He received his legal education at Columbia University and was admitted to the Allegheny county bar in 1876.

Mr. McCook was vice-president and director of the Pittsburgh Steel Products Company, vice-president and director of the Monaca Cliffs Iron Mining Company, vice-president and director of the American-Austrian Magnesia Corporation, vice-president and director of the Concordia Electric Company, vice-president and director of the Workingman's Savings Bank and Trust Company, director of the Duquesne National Bank, Equitable Life Assurance Society of the United States, American Iron and Steel Institute, Mercy Hospital, member of the board of managers of the Western Pennsylvania School for the Blind and a trustee of St. Joseph's Protectors for Boys.

He leaves six daughters and three sons and 11 grandchildren.

## WEST PENN POWER PLANT CONNECTED WITH WEST VIRGINIA

The West Penn Power Company Sunday cut in three 3,000 KVA transformers at Cheat Haven, connecting the Riverbank, W. Va., power house with the Connellsville plant. The connection was made through the new sub-station built at Cheat Haven. Work there is not yet completed and will require about three or four months.

It makes an interchange of power between Riverbank and Connellsville possible. The Cheat Haven sub-station was begun six months ago. This fall work on a new sub-station at Latrobe will likely be begun by the West Penn. It will cost about \$600,000 and will take care of the distribution load which has become heavy on account of the mills and factories at that place.

The work at Charleroi is being pushed steadily. When the sub-station in course of construction there is completed it will be the largest east of the Mississippi River. It is costing the power company in the neighborhood of \$1,000,000.

## GOVERNMENT MOVES TO PREVENT SUFFERING FROM COAL STRIKE

WASHINGTON, Aug. 14.—Plans have been formulated to prevent suffering in event of an anthracite strike, it was learned today at the White House. The government has taken steps to prepare fuel substitutes, which will safeguard against such conditions as prevailed last winter as a result of the coal strike.

The anthracite situation is being left entirely in the hands of the coal commission which Mr. Coolidge feels has the authority of Congress to deal with it, it was said, at the White House.

At the conference in New York tomorrow, to which both operators and miners have been summoned, the commissioners will endeavor to learn whether there can be mediation to bring about some agreement that will avert a strike.

## Briquet Production Gained Nine Per Cent

A new record of production of fuel briquettes was established in 1922. Reports to the United States Geological Survey show that the total output was 619,425 net tons, against 339,943 tons in 1921. In comparison with 1920, the year in which the previous maximum was attained, the increase was slighter, only 9 per cent. Production in all districts in 1922 was larger than in the year before, the principal increase occurring in the central states. The chief factor in the improvement in that territory was the increased demand for briquets to make up the deficit in domestic anthracite in the region supplied from the Upper Lake Docks.

River Movement of Coal and Coke. In the month of June 1,515,594 tons of coal and 26,299 tons of coke passed through the locks on the Monongahela river.

## PLANS TO MINIMIZE DANGERS TO ENGINE CREWS IN TUNNELS

Smoke Detectors Reduce Temperature; Respirators Prevent Asphyxiation.

WASHINGTON, Aug. 14.—The engine crews who drive the modern monster types of locomotive through the longer tunnels of American railroads are frequently exposed to the presence of deadly carbon monoxide gas and to withering temperatures ranging up to 135 degrees, states the Department of the Interior, as the result of an investigation conducted by the Bureau of Mines in railroad tunnels in Utah and Wyoming. Hot exhaust gases are the source of danger from exposure to tunnel atmospheres. Many serious accidents have occurred in these tunnels due to asphyxiation of the locomotive crews, caused by exposure to atmospheres containing carbon monoxide, or to atmospheres of a high temperature and with moisture. These hazards are accentuated by a group of less important conditions consisting of sulphur dioxide, hydrogen sulphide, and steam, accompanied by the decreased oxygen content in the air.

The Interior Department recommends the use of smoke detectors on locomotives operating in tunnel districts as a means of reducing the hazards due to high temperatures and the use of the train air-brake line as a source of air for breathing purposes for members of engine crews.

The object of the Interior Department's investigation, conducted by the Bureau of Mines in cooperation with the Union Pacific railroad, was to determine the cause of gassing accidents by examining the composition of the air in the tunnels, the effect of the exhaust of the engine on the atmosphere, and to provide a means of protection for the men so exposed. Gas samples and temperature readings taken in the case of locomotives were used in studying the atmospheric conditions to which the locomotive crews were exposed. The symptoms and the physiological effects produced in men exposed to the atmosphere encountered were studied. The pulse rates and body temperatures were taken; and determinations of the carbon monoxide content of the blood were made. Various methods for the prevention of gassing and for the protection of men therefrom were considered and tested, among which were the use of mechanical devices for deflecting the smoke away from the engine cab, and the use of various types of gas masks and breathing apparatus.

Of 40 trips conducted in cabs of locomotives while the trains were passing through tunnels, carbon monoxide was found to be present on 24 trips.

The operation of 24 trains of approximately 2,600 tons each, in a normal running time of six minutes, showed, at temperatures of 114 degrees F. (dry bulb), 111 degrees (wet bulb), and a relative humidity of 90 per cent. The maximum dry-bulb temperature recorded on any of the 40 trips conducted was 135 degrees, while the maximum wet-bulb temperature was 124 degrees. The time consumed in the passage of the trains varied from 4.74 to 26 minutes. Results of physiological tests over periods of 10 minutes showed that the conditions in the cabs might be severe enough to cause asphyxiation or exhaustion in periods of 20 minutes, especially in cases where the engine is stalled.

Pocket respirator and other types of gas masks, packed with soda-lime charcoal mixtures, afforded protection against smoke and sulphurous gases. Carbon monoxide masks afforded protection against all of the gases encountered. Some discomfort was experienced in wearing gas masks in atmospheres of high temperature and humidity, however.

Mechanical methods of deflecting the smoke, by using the force of the exhaust in conjunction with a hood or elbow attached to the top of the locomotive stack, for throwing the smoke back over the top of the cab, were found very effective in reducing the temperature and improving the atmosphere in the cab.

The most satisfactory method found for overcoming the tunnel atmosphere was by supplying air to the members of the engine crew through respirators attached to the train air-brake pipe line. A supply of air was led from the pipe by means of a rubber hose, which, in turn, was attached to an ordinary funnel. During the passage of the train through the tunnel the wearer held the funnel to his face, and breathed fresh air supplied from the train pipe. The supply of air was regulated by a small orifice and valve. With this protection the wearer was able to breathe normally. The air tanks in the train pipe, acting as reservoirs, will afford a supply of pure air which will last 30 minutes. The Bureau of Mines recommends that three air-line respirators be allotted to each locomotive.

It is advisable to shorten the time of passage of trains through tunnels if possible. As victims of carbon monoxide poisoning require special and immediate treatment, engine crews, signal maintainers, and men working in vicinity of the tunnels should be instructed in the use of apparatus and methods of first-aid treatment for such cases.

The investigation above outlined was undertaken as part of the safety work of the Bureau of Mines in connection with hazards encountered in mine atmospheres containing carbon monoxide. The results of the investigation should prove applicable to various industries where atmospheres having poisonous gases, or of a high temperature and humidity, may be present. Details of the investigation are given in Serial 2,494, by S. R. Kinney, assistant metallurgical chemist, which may be obtained from the Department of the Interior, Bureau of Mines, Washington, D. C.

Subscribe for The Weekly Courier.

## MINING MEN WILL JOIN IN CONFERENCE ON FEDERAL TAXATION

WASHINGTON, Aug. 14.—The General Tax Committee of the American Mining Congress will hold its fourth annual conference on federal taxation at Milwaukee, Wis., September 24-29. This conference will be featured by discussions of important questions arising under the federal revenue laws relating to mining profits, inventories, retrospective appraisals, depletion rates, discovery value, reorganizations and corporate distributions.

The speakers who will deliver prepared addresses and lead informal discussions belong to many technical and professional societies, including the American Bar Association, the National Tax Association, the American Institute of Mining and Metallurgical Engineers, the American Society of Accountants, the National Association of Accountants, and the American Society of Certified Public Accountants.

The conference will be attended by mine owners, operators, engineers, accountants, attorneys, and tax specialists; also officials of the Bureau of Internal Revenue, the Federal Tax Commission, and the Federal Tax Court. The conference will be held at the Hotel Milwaukee, Milwaukee, Wis., September 24-29. The conference will be held at the Hotel Milwaukee, Milwaukee, Wis., September 24-29. The conference will be held at the Hotel Milwaukee, Milwaukee, Wis., September 24-29.

Besides this phase of mine taxation, the conference will endeavor to find solutions for current legal accounting and engineering problems which are constantly arising in connection with the adjustment of returns of mining enterprises.

The General Tax Committee of the American Mining Congress, composed of ten members at large and one member in each of the several mining states, will formulate policies with reference to new tax legislation for the consideration of the conference.

Howard N. Eavenson, the Pittsburgh engineer, is the member from Pennsylvania.

## Plan to Stimulate French Coke Output

Efforts which have heretofore been made by the French coke industry to increase its production have been limited by the inability to count upon an assured market. As a result the extension of French coke manufacture, and even the recovery of the production reached in 1912, has been delayed about 3,000,000 tons in 1922 and only 2,400,000 in 1923, whereas coal consumption in France increased from 5,000,000 tons before the war to almost 7,000,000 in 1923. Continuing purchases of large amounts of coke from abroad with the franc at its present discount are felt to be an unfortunate factor in the national trade balance.

In order to relieve these conditions an agreement has now been made between the metallurgical industry and the French coke industry by which for one year from April 1, 1924, the production of the latter will be taken over at conventional prices. The coal companies owning the chief cokeeries undertake to deliver to the metallurgical companies which take part in the agreement tonnage of metallurgical coke at least equal to those which the metallurgical companies have recently been taking. The coal companies further agree to undertake extensions of their production in reliance upon the market thus assured.

The metallurgical companies in their side agree to take all the coke which the coal companies may produce in their cokeeries at a basic price of 107 francs f. o. b. factory, this price to be varied according to the wage rates paid for labor and in be based on a coke analyzing 52 to 54 per cent carbon.

## Great Outpouring Expected at Grange Outing August 25

Never in the history of the union Grange picnic have such an extensive and elaborate plans been made as for the annual outing which will be held at the Dawson Fair Grounds, Saturday, August 25. With the cooperation of half the Grangers of the county, the general invitation to the business men of the county to attend, it is expected that the gathering will number into thousands. Since the first picnic was held several years ago, the interest has been increasing annually and under the able leadership of M. E. Towson as general chairman, the picnic has grown to be looked upon by hundreds of the county as one big vacation day. The fair machine exhibit will be especially attractive since various merchants of the county have donated equipment which will have very creditable displays. Mr. Towson of Dawson, a world traveler and explorer, will give a short talk during the continuance of the afternoon program. The experience of Dr. Shaw, and his ability as a public speaker, bid fair to give the visitors a real purpose in attending this picnic.

The Kiwanis Club of Connellsville has accepted the invitation to attend the picnic and has appointed a committee with A. M. Haines chairman to arrange for a large delegation of local business men being present.

## 4,000 GATHER FOR ANNUAL OUTING OF FRICK VETERANS

Save for Rain in Early Part of  
Day They Have Fine Time  
at Idlewild.

### THE SOUTH END SCORES

Wins Ball Game and Tug-of-War in  
the Sports Program of the Day,  
Presided Over by John E. Struble;  
900 Motor Cars at the Park.

About 4,000 people, estimated, attended the annual outing of the Frick Veterans Association August 8 at Idlewild Park. Two special trains were run, one from Uniontown, the other from Connellsville, over the Pennsylvania Road. John E. Struble, who was one of the leaders of the arrangements for the day's pleasures, said it was estimated there were 900 automobiles at the park.

Rain fell up to about 10 o'clock but after that time the day was about ideal, though a little hot. Some of the pleasures were sought in the severe storm that swept parts of Westernmost county. The wind and rain for a time halted automobile traffic.

On account of the rain the baseball game was transferred from the morning program to the afternoon at which time Phillips won over United, 6-3. Instead of baseball the races were pulled off in the morning, under the direction of Mr. Struble, who was chairman of the sports committee. All parts of the coke region were represented. About 100 persons came from Pittsburgh. Most of the officials of the H. C. Frick Coke Company were there, among them being President W. H. Clingerman and General Superintendent Clay F. Lynch.

Dancing was the chief feature of the afternoon.

The south end of the region won in the tug-of-war, with Benton Boyd and C. L. Luton as captains, over the north end, captained by Joe Maria and John Bitts.

Winners of the other events were: Relay race for girls, Margaret Struble, Connellsville, and Bertha Struble of Lyndhurst; 100-yard dash, free for all, John Barlock, of Phillips; 100-yard dash for boys under 16, Charles Brown of Phillips; 50-yard dash for boys under 10, Paul Jones and Edgison Struble, both of Connellsville; 50-yard dash for ladies, Catharine Farrell of United; 50-yard dash for girls under 16, Helen Bitts of Columbus; clothesline race for married women, Mrs. Clarence McCorkle of Connellsville; sack race for boys, Ben Worthington of Bitts; baseball throw for ladies, Clara Frost of Phillips; baseball throw for men, John Barlock of Phillips; nail-driving contest for ladies, Bertha Struble, Lyndhurst.

## Warning of Crisis Due to Unemployment In British Industry

A number of members of parliament representing British industries have sent an urgent letter to the prime minister in which they say: "It appears inevitable that unless very drastic measures are taken immediately a fourth winter of unemployment, with not fewer than 1,500,000 unemployed, must occur. The writers suggest formation of a small committee of leading business men authorized to report to the cabinet on the question of utilizing national assets in the development of trade. It is stated that alarming indications of industrial unrest are everywhere apparent and the danger of strike is only one manifestation of the serious trouble fermenting beneath the surface. Among other schemes suggested is possible electrification of several railways, and they make various suggestions in regard to canal and dock developments involving expenditures of £40,000,000 to £50,000,000.

## LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, August 11, 1929.

Ovens	In Works	Name of Operators	Address
40	Adah	Wesley's Fayette Coke Co.	Greenburg
293	Adah	W. J. Rainey, Inc.	New York
200	Adah	W. J. Rainey, Inc.	New York
142	Adah	American Coke Corporation	Pittsburg
249	Adah	American Coke Corporation	Pittsburg
59	Brownville	Brownville Coke Co.	Pittsburg
260	Century	Century Coke Co.	Brownsville
40	Champion	Champion Coke Co.	Uniontown
267	Champion	Champion Coke Co.	Pittsburg
118	Crystal	Holla Coal & Coke Co.	Pittsburg
332	Donald 1 & 2	Consolidated Coke Co.	Pittsburg
100	Donald No. 3	Consolidated Coke Co.	Pittsburg
129	Edna	Watersburg Coke Co.	Uniontown
132	Eleanor	Stern Coal & Coke Co.	Uniontown
22	Emily	South Fayette Coke Co.	Uniontown
84	Emory	John Connellsville Coke Co.	Smithfield
130	Freedom	Republic Coal & Coke Co.	Connellsville
119	Garwood	Astoria-Coke Coke Co.	Connellsville
58	Gladys	Gladys Coke Co.	Uniontown
200	Griffin No. 1	Griffin Coal & Coke Co.	Pittsburg
198	Griffin No. 2	Griffin Coal & Coke Co.	Pittsburg
219	Herkert	Civilian Central Coke Co.	Pittsburg
52	Hill Top	Hill Top Coke Co.	Connellsville
38	Hope	Hope Coke Co.	Uniontown
155	Husted	Husted-Semans C. & C. Co.	Uniontown
200	Isabelle	Isabelle Coke Co.	Pittsburg
24	Junior	Junior Coal & Coke Co.	Uniontown
140	Katherine	Union Connellsville Coke Co.	Uniontown
200	Lafayette	American Coal Fuel Co.	Bates
30	Leon	Franklin Coke Co.	Uniontown
400	Lincoln	Lincoln Coal & Coke Co.	Uniontown
247	Labelle	The Hollar Coal & Coke Co.	Pittsburg
250	Low Phos	Low Phos Coke Co.	Pittsburg
34	Luzerne	Luzerne Coal & Coke Co.	Pittsburg
300	Mc Hope	Southern Coke Co.	Connellsville
100	Old Home	W. J. Farwell	Uniontown
202	Parlan 1 & 2	Parlan Coke Co.	Uniontown
72	Parlan No. 4	Parlan Coke Co.	Uniontown
80	Parlan No. 5	Parlan Coke Co.	Uniontown
101	Parlan No. 6	Parlan Coke Co.	Uniontown
120	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
275	Royal	W. J. Rainey, Inc.	New York
52	Russell	Russell Coal & Coke Co.	Smithfield
30	Sackville	H. R. Sackville Coal & C. Co.	Smithfield
378	Scarlight	Bourne-Puller Coke Co.	Uniontown
500	Shamrock	Shamrock Coke Co.	Pittsburg
310	Sterling	Consolidated Coke Co.	Pittsburg
400	Thompson	Thompson Coke Co.	Pittsburg
320	Tower Hill 1	Thompson Coke Co.	Pittsburg
254	Tower Hill 2	Thompson Coke Co.	Pittsburg
42	Union	Union Coke Co.	Uniontown
590	Washington 1	Byrne Coal & Coke Co.	Uniontown
460	Washington 2	Washington Coal & Coke Co.	Uniontown
60	Winners	Winners Coal & Coke Co.	Uniontown
88	Yukon	Wyalal Coke Co.	Uniontown

### FURNACE OVENS

400	Allida	Pittsburg Steel Co.	Allida, Pa.
400	Brier Hill	H. C. Frick Coke Co.	Pittsburg
426	Bullington	H. C. Frick Coke Co.	Pittsburg
400	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
156	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
700	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
236	Denbo	H. C. Frick Coke Co.	Pittsburg
250	Eden	H. C. Frick Coke Co.	Pittsburg
400	Edenboro	H. C. Frick Coke Co.	Pittsburg
400	Footdale	H. C. Frick Coke Co.	Pittsburg
202	Geneva	McKendry Coal Co.	Pittsburg
422	Lambert	H. C. Frick Coke Co.	Pittsburg
414	Lackrone	H. C. Frick Coke Co.	Pittsburg
24	Martin	Republic Iron & Steel Co.	Uniontown
300	Newcomer	H. C. Frick Coke Co.	Pittsburg
450	Repub	American Coke Corporation	Uniontown
400	Republic	Republic Iron & Steel Co.	Uniontown
150	Rones	H. C. Frick Coke Co.	Pittsburg
400	Thompson	Redstone Coal & Coke Co.	Pittsburg

## Casualty Rates Among Coke Oven Employees Reduced

Statistics compiled by the Department of the Interior, through the Bureau of Mines, show that accidents at coke ovens throughout the United States during the calendar year 1929 resulted in the death of 29 men and the injury of 1,730 employees. Of the fatalities reported, eight occurred at beehive coke ovens and 21 at by-product ovens. Injuries, involving a minimum of one day's disability, at beehive ovens amounted to 474, while the number reported from by-product ovens is 1,256.

The injury rate at both beehive and by-product ovens was lower in 1929 than in 1921. The fatality rate for beehive ovens was also reduced, but the rate for by-product ovens increased slightly.

At beehive ovens 98 men out of every 1,000 employed sustained injuries as compared with 119 the year before. The fatality rate at beehive ovens was 1.63, a reduction from the 1921 figure of 1.76. For by-product ovens the injury rate was reduced from 188 in 1921 to 92 in 1922, while the fatality rate rose from 1.09 to 1.57. These rates are based upon a unit of 300,000 shifts, which is equivalent to 1,000 men working 300 days. Reports to the Bureau of Mines from both beehive and by-product ovens showed a total of 19,376 men employed, each man averaging 284 days of work, the volume of work by all employees being 5,470,880 man-days. Comparing these figures with 1921, they indicate an increase of 19 per cent in the number of employees, an increase of 10 per cent in average work days per man, and 21 per cent in total number of shifts worked in the entire industry.

Most of the accidents occurring at beehive ovens were due to falls of persons, cars and motors, bursts, falling objects, coke-drawing machines, hand tools, and nails and splinters. At by-product ovens, 21 employees were killed and 1,266 injured. The principal causes of accidents being falls of persons, bursts, falling objects, hand tools, cars and motors, nails and splinters, and coke-drawing machines, in the order stated.

## Penna. Operators Seek Southern Coal

Pennsylvania coal interests are said to be seeking large acreages in the Cumberland mountain region, between Chattanooga, Tenn., and Nashville, Tenn. Agents are known to be negotiating with owners of coal tracts, and expectations are that announcements will be made within the next six weeks. Report is that Pennsylvania operators intend to make new area a non-union field, and to withdraw from highly unionized points in Pennsylvania.

W. W. PARSHALL  
G. S. HARAH  
JAMES R. CRAY

**PURITAN COKE COMPANY**  
High Grade Low Sulphur Connellsville Furnace and  
Foundry Coke and By-Product Coal

Capacity—1,000 Tons Coke and 820 Tons Coal Daily

All Railroad Connections. UNIONTOWN, PA.

**PRODUCERS COKE COMPANY**  
—Selling Agents—  
Standard Connellsville Low Phosphorus  
**Furnace and Foundry Coke**  
Also Smelter and Heating Coke and By-Product Coal.  
SHIPMENTS VIA ANY RAILROAD  
OFFICES: 808 Fayette Title & Trust Building, UNIONTOWN, PENNSYLVANIA.  
Monthly Capacity 100,000 Tons







## Baltimore & Ohio Officials Commended for Efficiency in Handling of Funeral Special

Not Minute's Delay Encountered in Passage Over Connelleville Division.

### EVERY PRECAUTION TAKEN

Members of Staff of Superintendent Martin All Along Line; Mr. Martin Personally Accompanying Party to Cumberland; Crowds Along Way.

Movement of President Harding's funeral train over the Connelleville Division of the Baltimore & Ohio Railroad from Connelleville to Cumberland was of such freedom from delay and general efficiency in handling as to win the commendation of officials accompanying Mrs. Harding, Secretary of the Interior Hubert Work personally expressed the appreciation of the funeral party to the railway officials and members of the crews.

Not a minute's delay was encountered on the trip over the mountain division. Cumberland was reached at the time scheduled when the train left Connelleville. All along the way every precaution for its safety and for guarding against delays had been provided.

Besides the two road foremen, L. S. Marsh and C. R. Burns, Superintendent G. W. Martin personally accompanied the train to Cumberland. Along the line every precaution was taken to expedite the movement of the train and insure its safety.

Under the direction of Captain R. C. Blaisdell the crowds which swarmed about railway property were perfectly handled and there were no untoward incidents to mar the solemnity of the occasion.

Trainmaster M. L. McKelvey had charge of the movement of the train in Connelleville. Members of the superintendent's staff were stationed at various places along the line to aid in emergency.

From Connelleville to Cumberland was a repetition of the scenes and incidents which marked the progress of the funeral train since its departure from San Francisco. At every town, village, hamlet and crossing people gathered in companies proportioned to the density of nearby population, all displaying that same reverent and respectful attitude which has been exhibited along the entire 3,000 miles of the sad journey.

At Indian Creek upwards of 100 people had assembled. At near Rock company of Camp Fire Girls, singing nearly halted the passing train. The population of Ohio and vicinity turned out on mass. At Confluence one of the most impressive demonstrations was made by the Boy Scouts. Aligned with precision they stood rigidly at attention as the train passed. In their rear members of the American Legion and a few straggle shouldered veterans of the Civil War had formed a line. Behind them was a dense crowd of civilians with banners unmoved.

Everybody in and near Markleton was at the station where they waited long and patiently for the coming of the train. Rockwood was almost a solid mass of people. During the brief stop there a hora, offering was placed on the train.

The most remarkable demonstration this side of Cumberland was on the new "Pike-to-Pike" highway which parallels the railroad for two and one-half miles between Garrett and Meyersdale. Automobiles, and horse driven vehicles by the hundreds and a still larger number of persons on foot who had come from Johnstown and points in Somerset county densely packed the highway all the way to Meyersdale mingling with the great crowd which thronged the streets about the station at that place. At East Patch and at the small places down the eastern slope of the mountain to Hyndman, including Glenwood, Williams and other stations, groups of silent watchers had gathered. At Hyndman fully 500 people were grouped about the station.

At Cumberland the mass of mourners extended from the "Narrow" eastward along the tracks to Williams street. Every point of observation along that distance was black with people.

The journey to Cumberland was made without hitch, accident or delay of any kind. The official time of leaving Connelleville was 11:05 P. M. The train arrived at 1:05, precisely on the minute prescribed by the officials of the operating department. Every precaution taken to insure safety was observed with a strictness indicating a high degree of efficiency and discipline. Superintendent Martin accompanied the train to Cumberland and expressed his gratification at the completeness with which the movement was effected.

Secretary of the Interior Work, a member of the party which accompanied President Harding on his western trip and who was returning with the funeral train, personally complimented the officials and the crews upon the arrival of the train at Cumberland. He said that although the weather had been oppressively hot, the crew had done everything possible to contribute to the comfort of Mrs. Harding and the funeral party and that all its members had, save for the sad nature of the journey, enjoyed the trip over the mountains.

After leaving the train and changing engines and crews at Cumberland the train sped on the last lap of its journey to the Capital.

World Patri Congress. PHILADELPHIA, Aug. 16.—The World's Patri Congress represented by delegates throughout the world will hold a session of its convention in Philadelphia October 4.

## POINT MARION MAN GIVES EX-WIFE CHECK FOR \$34,000 ALIMONY

Alimony in the sum of \$34,000 was granted Wednesday by Judge E. H. Reppert to Mrs. Maggie McClain, divorced wife of Joseph F. McClain, wealthy resident of Point Marion. McClain sued his wife for divorce, alleging cruel treatment. The decree was granted June 24, last.

Under the law when a man is divorced from his wife in cases such as this she is entitled to alimony. McClain turned over a check for that amount to his former wife. He is engaged in the sand business and is reputed to be worth \$100,000. Both are in the fifties.

## Commerce Bodies Join In a Campaign to Curb Fake Stock Promotions

Through the cooperation of the Investors' Vigilance Committee of New York, the object of which is to curb the activities of the vendors of fake or worthless securities, and to protect and encourage legitimate promotions, the chambers of commerce of the state, are engaging in a movement to better inform the public concerning the so-called "blue sky law" which went into effect August 1.

The Connelleville Chamber of Commerce having previously taken action by adopting a resolution requesting people to refrain from dealing with promoters who could not produce proof that their propositions had been investigated and approved by the chamber, this body is now in position to further the efforts being made to protect investors.

In a statement given out today the chamber calls attention to the fact that while the new law will undoubtedly put a check on some of the stock salesmen, it will not prevent certain abuses. "Not alone," says the statement, "is it advisable that every person approached demand to see the promoter's state registration certificate, but it is advisable to investigate further, because it is possible for salesmen to violate the privileges extended them."

Whenever solicited to buy stock of any kind take the additional precaution of demanding to be shown the local Chamber of Commerce's approval of the proposition, or ask your banker about it. This information costs you nothing and is insurance against future loss.

Chariroir Man Is  
Pure Food Agent

In the process of reorganizing the state government, the field work of the bureau of foods of the Department of Agriculture has been altered in accord with the reduction in number of special food agents and new district lines established for carrying on this important work.

The districts, the territory embraced in each and the agent in charge were recently announced by Director James Foust, including the following:

Cambria District—Blair, Cambria, Somerset and Westmoreland, north of main line of the Pennsylvania Railroad; agent, H. M. Gooderham, Patton.

Washington District—Fayette, Greene, Washington and Westmoreland, south of main line of Pennsylvania Railroad; agent, John Jenkins, Chariroir.

Tax Collector Turns  
Over \$43,000 Check

SCOTTSVILLE, Aug. 8.—When town council met Monday night, Tax Collector J. O. Steiner turned over a check of \$43,000 for taxes for the current year.

The council ordered the purchase of 1,500 feet of fire hose. It also decided that the damaged fire truck should be repaired and the section of the municipal building devoted to the use of the fire department put in repair.

A settlement with the insurance company for \$75,000 having been arranged following the recent fire.

The company which had been negotiating for the installation of a fire whistle was authorized to proceed with the work.

## Fayette Countian On Funeral Train

Major George C. Marshall, a son of the late George C. Marshall of Uniontown, United States Army, who has served as aide to General John J. Pershing, was a member of the party which accompanied the funeral train of President Harding across the county.

At the time of Mr. Harding's death Major Marshall was making an inspection of army posts. On orders to join his chief in San Francisco he made a forced trip of 300 miles by automobile.

## Frank Cox Buys Featherman Property

S. Frank Cox closed a deal yesterday for the purchase of the Featherman property, corner of Cottage and Fairview avenue.

The consideration was near \$10,000, it was said.

## Milton Bishop Post Adopts Resolution of Respect

At a meeting of Milton LaFayette Bishop Post No. 301, The American Legion, held early this morning, the following resolutions of respect were adopted:

WHEREAS—God in His infinite wisdom has deemed it fitting to call from his labors our late President Warren G. Harding, and  
Whereas, in the death of our Commander-in-Chief, The American Legion as well as the whole Nation has suffered a great loss, therefore,  
Be it resolved, that the Milton LaFayette Bishop Post No. 301, American Legion, Connelleville, Pa., hereby express to the family and friends of our late President, our sympathy in their great personal loss;

Be it further resolved, that our post charter and post colors be draped for a period of thirty days; and,  
Be it further resolved, that our post form a Guard of Honor and proceed to the Baltimore & Ohio station for the purpose of presenting these resolutions and a floral tribute to Mrs. Harding; and,  
Be it also resolved, that a copy of these resolutions be published in the press of our city, and fittingly inscribed upon the minutes of this meeting.

## Death of President Harding A Warning Against Dangers Of Modern Living -- Dr. Bell

"In the death of President Harding, Chief of the Nation in this Dr. Bell almost instantly and without warning, is warning to each of us," declared Dr. H. J. Bell during that portion of his address before the Kiwanis Club at the noon luncheon August 8 when he said, "I do hope," the speaker added, with that feeling and earnestness which characterized his whole address, "that there will very shortly begin, and be carried on by every possible agency, propaganda against the dangers of modern living. Three times as many men and women die of the diseases which struck down President Harding in his prime as die from tuberculosis; three times as many as die from infectious diseases."

"The awfulness of the situation is that it stresses our mode of living is taking men and women in their most productive years."

Dr. Bell's address, which was listened to with rapt attention by the 86 members and nine guests of the club, was forceful and eloquent. It dealt largely with the traits of President Harding's character that made him beloved of all the people and accredited to his abiding faith in and firm reliance upon God as the secret determining force and influence in his life.

In his introduction Dr. Bell said, "It is eminently appropriate that the Kiwanis Club, composed of men who are 100 per cent American, should pause to their activities, pursuits, pastimes and pleasures, and direct their thoughts to the thing upon which the minds of all the people of America today."

Speaking of the journey of the funeral train across the continent Dr. Bell said, "The demonstration of people took part, did not parallel in history. The scene enacted in Connelleville was a picture of the scenes enacted elsewhere, not as the expression of conventional sorrow men and women pay their dead, but as the outpouring of the great American heart in tribute to a man whom they trusted and in whom they believed."

Discussing all intention of discussing President Harding's administration, which he had to deal, Dr. Bell devoted the remainder of his address to the human characteristics of the dead.

Dr. Hutchinson Convinced  
God Will Use Harding's Death  
As Means of Bringing Peace

Rev. Dr. B. W. Hutchinson, pastor of the First Methodist Episcopal Church, told the members of the Connelleville Rotary Club and guests present at the weekly luncheon and memorial services of the club, held in the library Thursday, that he had the conviction that the hand of Providence had something to do with the death of President Harding.

Harding, he said, "God is going to use the going of President Harding in some unseen way in bringing peace into the world."

In continuing his address Dr. Hutchinson gave a short sketch of President Harding's life from his boyhood, showing that he came from the lowly walks of life, working his way to the top. He described him as a typical American citizen.

The speaker declared he never had heard of any attacks on the late President's moral character, claiming that that was more than could be said about some of his predecessors. "President Harding," said Dr. Hutchinson, "was loyal to his country and to his church; not ashamed of his religion, but proud that he was a church member."

Dr. Hutchinson closed his address with a short prayer.

Before the luncheon he served the members all pointed in singing America. The invocation was pronounced by Rev. Hutchinson. Following the luncheon a number of songs were sung, including "Nearer My God to Thee." Carl T. Austin presided at the piano. Fred Reiman, who attended the national convention of the Rotarians at St. Louis a short time ago, and heard President Harding address the convention, was called upon for a few remarks.

Charles Miller came from the Scottsdale Rotary Club to invite the local club to join in an inter-city meet to be held some time in September at the Pleasant Valley Country Club. It is hoped to have the clubs of Greensburg, Uniontown, Connelleville and Scottsdale, and possibly Lawrence and Brownsville in attendance. No action was taken on the matter.

Following the adjournment the board of directors held a short meeting.

## High Water Power Development Planned For Wayne County

HAWLEY, Aug. 10.—Plans for the immediate development of a giant power site on Wallenpaupack creek in the heart of Wayne county, near here, have been announced by interests associated with the Pennsylvania Power & Light Company, which recently purchased the Pennsylvania, New York and New Jersey Power Company.

More than \$8,000,000 will be spent on the project which includes a dam, 1,250 feet long and large power stations. The work will take at least two years, it is said, but work will be started on the dam at once so that water can be impounded in the reservoir next spring. The plant will have a generating capacity more than 40,000 K. W. which will be fed 50 miles south over 220,000 volt steel tower transmission lines.

Rev. Bolton Home.  
Rev. and Mrs. O. W. Bolton of Dunbar arrived home yesterday from a fishing trip to Michigan.

Advance of Eight  
Cents Demanded by  
Rail Organizations

CLEVELAND, Aug. 10.—At a meeting of the Eastern Association of the Brotherhood of Railway Trainmen and the Order of Railway Conductors, here yesterday, the report of the policy committee demanding a raise of eight cents an hour, or 64 cents a day, which had been cut from the daily wage rate by the United States Labor Board, effective July 1, 1931.

A referendum vote will be taken by the membership of the two organizations. If approved the demand will be submitted to the railroads. If it is refused the advance the case will be taken to the Railroad Labor Board.

SEBASTIAN, Aug. 10.—The Reichsbank closed today.

It was unable to make any further payments.

Nearing Million Mark.  
Automobile license number 908-277 has been received by Warren W. Halbrinner of Hazen avenue.

## DEPUTY MEDICAL DIRECTORS NAMED FOR VACCINATION

Dr. D. D. Brooks Authorized Representative of State in Connelleville.

### CERTIFICATES REQUIRED

Children Who Have Been Successfully Vaccinated Will Be Re-Vaccinated Free of Charge; Nobody Is Exempt Under the State Law.

Dr. O. R. Altman, county medical director, has been notified by the state secretary of health, Dr. Charles H. Minor, that the following county physicians have been appointed as official deputies to re-vaccinate, free of charge, school children who have undergone two or more unsuccessful attempts at vaccination against smallpox: Dr. A. E. Coughlan, Point Marion; Dr. E. R. Ingraham, Masontown; Dr. George Hansel, Fayette City; Dr. D. D. Brooks, Connelleville; Dr. Robert E. Heath, Fairchance; Dr. W. B. Crawford, Brownsville; Dr. C. H. Leclair, Uniontown; Dr. Charles C. Ryan, Republic; Dr. J. L. McCracken, Smithfield.

School children living in the rural districts who have been twice unsuccessfully vaccinated, or those who had been admitted to school last term on an official temporary certificate, must be re-vaccinated by the county medical director or one of these official deputies, who will grant the temporary certificate which will admit them to school for the current school year. In cities, borough, or townships of the first class having organized boards of health, this official re-vaccination must be performed by the board of health physician.

Teachers or school principals are not allowed to admit children to school unless they present, or have already filed, a certificate of successful vaccination, or in the case of unsuccessfully vaccinated the official temporary certificate, which must have been issued since June 1, at which time temporary certificates issued during the previous school term became void.

The county medical director has pointed out the fact that school teachers must be careful in demanding proper vaccination certificates. A certificate stating that a child has been vaccinated is not sufficient. The vaccination physician must certify that an examination of the child made not less than eight days after vaccination disclosed a vaccination scar or cicatrix indicating a successful vaccination. If this vaccination cicatrix is not in evidence, the physician cannot legally certify, and the child must be vaccinated.

The Supreme Court has ruled that it is obligatory to use the vaccination certificate forms prescribed by the State Department of Health. These forms are furnished free of charge to all physicians practicing in the second-class townships, and any other form cannot legally be accepted by the teacher or principal.

Using the law, it is also explained that teachers may not accept certificates issued by the family physician or school medical inspectors exempting pupils from vaccination because of an alleged physical disability. Cases of actual physical disability for vaccination are rare. Generally speaking, any child that is well enough to go to school is a fit subject for vaccination. If physical disability is claimed, such cases must be passed upon by the county medical director or one of the officials above named.

School medical inspectors are directed by the secretary of health to verify the existence of the required vaccination cicatrix and pass upon the validity of vaccination certificates.

WOMAN'S FIRST SHOT  
WITH REVOLVER LAYS  
LOW MAD AIRDALE

MOUNT PLEASANT, Aug. 8.—Up to today Mrs. Cecil Spence, had never fired a revolver, but when the occasion for using the weapon arose she measured up. An Airfale dog owned by the family had been acting queerly for some time. This morning after her husband had left for work Mrs. Spence found it had gone mad, or at least that it was frothing at the mouth and exhibiting other symptoms of craziness.

Fearing to go to neighbors to call for help, Mrs. Spence got a 32 calibre revolver upstairs and aiming as carefully as she could in the excitement placed a bullet behind the dog's ear, killing it instantly. "More good luck than good management," she said afterward.

The Spence home is in Church street extension.

Local People Leave  
For Marion to Attend  
President's Funeral

W. O. Adrian, R. E. Shaw, Lester Crawford, Mrs. J. Sloan and W. C. Bishop left Thursday at 9 o'clock for Marion, Ohio, in Mr. Adrian's car to attend the funeral Friday afternoon of President Harding.

The distance by automobile is 264 miles and they expected to arrive this evening.

Dickerson Run  
Shops to Picnic

Employees of the Pittsburgh & Lake Erie shops at Dickerson Run will have a picnic at Idora Park at Youngstown, Ohio, August 24.

A special train will be provided.

## Dunbar Township Spent Over \$180,000 for Education Last Term, Auditors' Report Shows

School Board Keeps Within Limit of Its Receipts for Year.

### BIG SAVING IN COAL

As Compared With \$10,530 in Georges Township, Dunbar Township's Expense for Fuel for More Buildings Was \$2,500; Detailed Figures:

DUNBAR, Aug. 7.—The persons appointed by the court to audit the accounts of Dunbar Township School District, have completed that duty and find the affairs of the district in a very beautiful and satisfactory condition. To so manage the business and keep the accounts of this great school district that they balance to a cent is held to be a credit to the board, the superintendent and all concerned, and shows that the trust reposed in them has not been misplac.

The size of this district may be comprehended when it is known that last term there were enrolled in the school of the township more than 3,300 pupils, and that, in spite of adverse labor conditions, an epidemic of measles and unfavorable weather, there was maintained an average daily attendance of almost 2,700, and this does not include a large number of pupils whose parents send them to parochial schools.

That economy has marked the management of the schools is shown by the concrete example of fuel cost. With a larger number of schools to maintain than Georges township, whose fuel bill for the last school term was \$10,530, the cost of fuel for Dunbar township schools was but \$2,514.08.

The State Department of Education divides the expenditures of school districts into eight heads, as follows: (1) General control. This cost the township \$7,283.25, including the salaries of the secretary and treasurer, \$300 each; compulsory education and taking the school census, \$825.56, superintendent's office, including the superintendent's salary and all other expenses connected with the office \$5,127.09; miscellaneous other expenses, \$699.30; auditors, \$40. (This is about one-fourth of what it cost some other townships to audit).

(2) Instruction. \$107,020.38. This

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The band was very unobtrusive. It took some time to procure suitable instruments, and then practice was begun. No one outside of the members and the director knew what progress was being made, but confidence now that they can entertain the public the Dunbar Military Band will give its first public concert Thursday in the Pennsylvania freight lot, and an connection with the concert will be held a festival for the benefit of the band. Interest in the venture corps that made plenty of noise and by no means disagreeable music, came out and led the parade. But of late it has been impracticable to get this band together, and the town has felt as never before its need of a good band for important occasions. At last the younger men of the town decided to meet this need, and last March a

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